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Hongkong Daily Press.

ESTABLISHED 1857

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[a1342]

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Hongkong, 8th August, 1905. 1433

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Hongkong 28th November, 1902. 160

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The Daily Press.

HONGKONG, OCTOBER 4TH, 1905.

Exchange showed one side of the discon-
founding effect of the unexpected peace
terms, and particularly the Yokohama
quotation, which is now rapidly going back
to its normal level. Evidently the public
faith in the financial future of Japan has
been too strong to suffer more than a
momentary wavering. The views of critics
on the spot are, however, likely to be of
interest for some time to come; and just
now these are characterised by a considera-
ble variety. The *Japan Chronicle*, which
alone among the foreign newspapers appears
to have any real insight into financial
matters in that country, devotes a leading
article to an argument that the loss of the
expected indemnity will stimulate, rather
than retard, industrial progress. Japan's
intention to consolidate the foreign debt
with a view to reducing the annual interest
payments is, of course, temporarily
frustrated; but our contemporary adduces
historical examples to show that that
advantage—consolidation—would not come
undiluted. The result upon trade and
finance in Japan, after the receipt of the
Chinese indemnity, was "by no means
healthy." It encouraged wild speculation,
the flotation of numerous "bubble"
companies, and the immediate result
was overtrading and disorganisation of
commercial and industrial finance. This
is not based, as one might hastily
conclude, on the erroneous assump-
tion that the Chinese indemnity payment
flooded Japan with a surplus currency.
It was the news, the credit, of the indemnity,
that inspired the reckless enterprises

of 1895-6. In our contemporary's words:
"The knowledge that Japan had brought
a successful war to a conclusion by impos-
ing an indemnity on the defeated country,
combined with the elation which a success-
ful war produces, undoubtedly did much
to encourage reckless trading, so that a
year or two after the war Japan had to
undergo a financial crisis such as invariably
follows over-production and speculation."

This leads inevitably to the suggestion
that, Japan having brought a successful
war to an unsatisfactory, or at least dis-
appointing conclusion, the tendency now
will be all the other way, towards stagna-
tion of enterprise, a forecast not-accepted
or entertained by our contemporary,
although it admits that "for the time
being business is checked and trade
depressed." The *Jiji* appears to think that
but as things are now, the outlook is worse;
and attaches pessimistic importance to the
calculation that Japan will now and for
some time to come have to pay away in
interest every year the sum of \$4,200,000
yen. The *Jiji* considers that if now there is
should be issued to replace those
outstanding, and none be redeemed, the
national credit must be affected; but this is
not so certain as it appears. If the
prognostication of the *Chronicle* be correct,
that the indemnity disappointment (which
it says was not the real disappointment of
the settlement) will breed a wholesome
caution, and nothing worse, then the *Jiji*'s
vision of dwindling revenue and swelling
liabilities need not be seriously considered.

It is a truism to say that commercial pro-
gress of a regular and continuous sort is
better than "spells of feverish speculation
followed by periods of corresponding de-
pression." Unfortunately, it might as use-
fully be said that a constant depth of water
on the sill would be better than high and
low tides; or a perennial autumn better
than the alternating seasons. Trade is a
little beast, affected by every rumour as
readily as is the mercury in the tube.

What is to the purpose now is to note
that Japan and, incidentally, its investing
friends are not to lose the benefits that
should naturally accrue from the substitu-
tion of a lasting peace for a lengthy war.
There has been no "panic," no violent
fluctuations; and we have reasonable con-
fidence in endorsing our contemporary's
belief that "there will be a steady revival
of trade." A national debt is not the un-
mixed evil that some old-fashioned testators
appear to imagine; and Japan will stand in
good company while her credit remains
pledged. Japan's credit is not impaired by
the peace terms; and her prospects are
better than they were before the war.

It is stated that the Nippon Yusen Kaisha is
about to conclude contracts with Clyde ship-
builders for eight new liners.

The Manila Municipality has had to request
the church authorities to reduce the number of
religious processions, which were disorganising
the traffic too frequently.

According to the Vienna *Politische Corre-
spondenz*, Chemier de Kaczynski, the Austro-
Hungarian Minister at Rio de Janeiro, will be
appointed Minister at Peking.

Mr. G. A. Woodcock, secretary to the Sanitary
Board, who recently returned to the Colony
after twelve months' leave, was called to the
Bar in England on July 5th of this year.

Surgeon J. D. Keir has been appointed to
the Woodcock, one of the half dozen of river
gunboats employed in Chinese waters. Surgeon
Keir received his first commission sixteen
months ago.

According to Manila papers, the recent
typhoon wrecked over fifty small vessels, includ-
ing launches, coasting schooners, &c. The
Manila Navigation Co. is said to have been the
heaviest loser.

The *Cablenews* remarks:—"It is not in the
Philippine blood, this instinct for land, neither
is it in his nature to work the land except from
necessity. The 'independent farmer' is very
rare among the Filipinos."

The battleship *Vengeance*, which recently
returned home from China, was commissioned
with a nucleus crew this week at Devonport.
Her fighting tops are being replaced by fire
control platforms in conformity with the
Admiralty decision.

Among the visitors recently arrived in
Manila is Mr. D. D. Mackie, the consulting
engineer to the colonial government of
Singapore, who is visiting Manila on behalf of
his government, seeking information on the
question of docks and docking facilities.

American papers reported on September 29th
that the Suez Canal had then been clear four
days, "the sunken steamer having been raised."
They suggested that "the story was a canard
to bear the freight market." The mendacious
report of the raising was doubtless an attempt
to "bull" it.

We are informed that Mr. T. B. Pearce will
play for the first eleven of the Hongkong
Cricket Club in their match against the next
twenty-two on the Club's Ground on Saturday.

Some information about the City Hall
Museum and Library, an extract in defence of
the much abused call of Chinese physicians, a
comment on the Pacific cable conference
report, and other matter, appears on page 3
of this issue.

People who sometimes indulge in sneers at the
superstitions of the Chinese have something to
ponder over in the fact that England is agitated
just now over the question of women entering
church without head coverings. In several
churches and cathedrals, unbonneted women
have been refused admission.

Among military men it is agreed that a treaty
between China and Japan must follow the con-
clusion of peace, and that the apoth of it,
perhaps, will be that China will, with her army,
take up a frontier line in Manchuria and fortify
it, and that the Chinese army will be reorganised
by the Japanese for the purposes of this defence.

The *Strait Times* publishes in full some
correspondence relating to Mr. H. C. Brooke
Johnson's expulsion from the Sarawak Club.
It is admitted that the Club Committee had
nothing against Mr. Johnson; but expelled him
in order that the Rajah of Sarawak, with whom
Mr. Johnson is in litigation, might withdraw his
threat to resign honorary membership. Under
the circumstances, the *Strait Times* considers
the action of the Sarawak clubmen un-English;
and if the circumstances be throughout as
represented, we quite agree.

If the Peking correspondent of the *Manila
Chronicle* is a credible witness, the Tibetan
is still unsettled. Telegraphing on Sept. 26
he says:—"China rejects the Tibetan treaty by
which Tibet binds herself to certain obligations
in favour of Great Britain. After Colonel
Younghusband, the leader of the British
Tibetan expedition, had beaten Tibet into
submission, and had returned from Lhasa,
England forced Tibet into a treaty which China
claims is directly against Tibet's obligations
toward China. China demands that Tibet
remain as before, a vassal to her."

It is stated in Shanghai Mandarin Circles
that the Board of Revenue has appropriated
the sum of half a million taels as the first
instalment towards the capital of a Bank on
modern foreign lines, to be styled the Hupin
Yinhang, or Bank of the Board of Revenue.
The Head Office of the Bank will, of course, be
in Peking, and branches are to be established
without delay in Shanghai and Tientsin. For
the present, the new institution is only on trial,
so that should the bank "take," more capital
will be introduced; if not, the bank will be
closed and wait for better times.

Genile Cave-Browne-Cave, son and heir of
Sir Myles Cave-Browne-Cave, the eleventh
baronet, is said to have been lately constructing
pavements in Kansas City. He has been under
fire, receiving the distinguished service order
medal at Tientsin, in the Boxer rebellion. After
leaving the army he entered the service of a
New York firm, and until a year ago remained
in their service, hunting big game in the East.
Finding that the East did not agree with him,
Mr. Cave-Browne-Cave went to America, and
until taking to stone work was cow-punching
in the wilds of Arizona. He has lately been
left £10,000.

The British Human Mining Syndicate,
Limited, has been registered, with a capital of
£1,000,000, in 10,000 ordinary shares of £1 each,
and 5,000 deferred shares of 1s. each. Its
object is to adopt an agreement between L.
Spitzel of the first part, S. Nonnann and Co.
of the second part, Parar Brothers of the third
part, and this company of the fourth part, to
acquire lands, mines, and mineral and other
properties and rights in the provinces of
Hunan and Szechuan, China, or elsewhere, and
to carry on the business of general miners,
explorers, smelters, and refiners of ore and
minerals, &c. The first directors (to number
not less than three nor more than seven) are C.
Pakenham, L. Spitzel, and E. M. Clarke.

If the public will insist on ruining their
health with low-priced, coarse, picket teas, it
will not be without warning from the heads of
the medical profession, suggests a *Lover of
Quality*. The latest counsel is from Dr. Tebb,
the Public Analyst for Southwark, who sums
up as follows:—"The counsel of perfection is to
use China tea; pour the water off the leaves
immediately it is infused and drink moderately." The
Chinese man, the pioneer of tea, drinks his
without the modern adjuncts of milk and sugar,
and if consumers would try their teas in this
way, as they do their wines, many would
not touch the coarse concoctions which can only
be made palatable by counteracting their
nauseous flavour with wholesale additions of
milk and sugar."

Mr. Anderson, American Consul at Amoy,
points out a serious mistake now being made by
Parties incorporating under foreign laws for the
purpose of doing business in China. He notes
that a company is being organised at Manila to
carry on trade in fertilizers along the Chinese
coast. This company is practically composed
of Americans, and will deal very largely in
American products. But it is to be organised
under the laws of Hongkong, a British colony,
because of the fact that the terms granted in
Hongkong's charter are more liberal than can
be had in any of the States of the United States,
with one or two exceptions, and can be had at
much less cost and with much less trouble and
expense. The practical result is that American
enterprises are being organised under foreign
aspices.

Messrs. Walker, Lamb and Co.'s last received
China Tea Market Report states:—"Public sales
comprised 46½ half-chests Black Leaf,
Koomans were withdrawn from 7d. to 8½d. per
lb. The tone is quite firm for all better grade
Kintucks and Ningehows, but the market is
not active. Panyongs and Paklams are
saleable from 7½d. to 8½d., and in the higher
descriptions up to 11d. per lb. Common grades
are a little more inquired for, with sales in old
Monings from 4½d. to 5½d. per lb."

The *Reichner Tageblatt* publishes an out-
spoken article by Col. Gidke, on the subject of
Germany's colonies. Col. Gidke declares the
occupation of Kiaochow is becoming, as the
result of the Japanese victories, a source of
danger to Germany. With the money spent on
the China expedition, and for the operations
against the Hereros, says the colonel, Germany
could have built 18 new battleships or cruisers,
which would have contributed far more to raise
her prestige and power than an unsuccessful
little war in the colonies. He advises the
Government to sell Tsing an to China or Japan.

The *Nan-yang-pao* says: Simultaneously with
the loan from the Hongkong and Shanghai
Banking Corporation of Tls. 3,000,000 for the
first payment of the Canton-Hankow Railway,
we understand that Viceroy Chang Chih-tung
has raised another loan of Tls. 1,000,000 from
the same bank for the purpose of establishing a
public water service in Hankow. It appears
that offers for this work had been made to
prominent merchants, but such offers not
having been accepted, on account of the
difficulty of raising the requisite funds, the
authorities have now to take over the work
themselves. We learn that a British merchant
proposes to contract for the erection of the
work.

SAILOR'S MYSTERIOUS
DISAPPEARANCE.

A curious occurrence was reported to the
police yesterday. Their informant was a sea-
man belonging to a ship lying in the harbour
off West Point, who stated that another sailor
from the same ship and he had come ashore on
Monday night. About one o'clock the follow-
ing morning they went along the Praya looking
for a sampan to take them off to their ship.
They sat down on the Praya wall to wait, and
after remaining there for some time the sea-
man's comrade, without warning, leaped into
the water. He searched for some time but
failing to find his companion, and concluding
that he was drowned, he reported the matter to
the police. Further search has not resulted in
the body being found, and the police are inclined
to look with suspicion on the story as told them.

DES VOEUX ROAD FIRE INQUIRY.

At the Magistracy yesterday afternoon Mr.
F. A. Hazeland resumed the inquiry into the
circumstances of the recent fire in Des Voeux
Road when the Cheong Lee furniture store was
practically destroyed. Mr. H. W. Looker
attended in the interests of the Fire Insurance
Companies, and Mr. R. A. Harding watched
the proceedings on behalf of the owner of the
premises.

The manager of the Cheong Lee furniture
shop was the next witness called. He stated
he had no idea what caused the fire. The pre-
mises were well stocked.

Under examination by Mr. Looker—He kept
the sales book, but the other books were kept
by the firm. The accountant kept some, but he
did not know where he was. Witness subsequently
admitted that he knew where the accountant was.
Witness was subjected to a searching examina-
tion as to the method of keeping accounts which
obtained in the firm, and was questioned as to
his estimates of the goods destroyed by the fire.
Although ten to twenty folks usually slept on
the premises, only the master and himself slept
on the premises the night before the fire. Most
of the folks had fled through fear of the plague
or had succumbed to that disease. He had not
a share in the business and when he went to
increase the insurance by \$5,000 a month
ago, he did not tell the representative of the
Insurance Company that he had a share in the
business or that he was the master. At this
stage an objection was taken to communication
passing between Mr. Harding and a witness
outside.

His Worship—I can't allow solicitors' clerks
to go out during the case to speak to witnesses.
Mr. Looker—It is a most opprobrious
practice.

Inspector Warnock—It is a witness who has
been asked for.

Mr. Harding—No, it is the master.

His Worship—The witness has a right to be
in court.

The examination of witness was then
resumed.

The inquiry was again adjourned.

LATEST STEAMER MOVEMENTS.

The I.G.M. str. *Zieten*, which left here on
the 27th ult. at 3 p.m., arrived at Shanghai on
Saturday at 1 p.m.

The I.G.M. str. *Roan*, which left here on
Wednesday at noon, arrived at Singapore on
Sunday at 10 p.m.

The P. & A. str. *Arabia* left Portland on the
1st inst., and is expected here on the 2nd Nov.

The Ben Line str. *Denald*, from London
and Antwerp, left Singapore yesterday for this
port.

The E. & A. str. *Empire*, from Australian
ports, sails from Manila to-day for Hongkong,
and may be expected here on the 6th inst., p.m.
The Bucknall Line str. *Banby*, from London
and ports, left Singapore on the 3rd Oct., and
is due here on the 9th Oct.

The Bucknall Line str. *Barotie* left Shanghai
yesterday, and is due here on the 6th Oct.

TELEGRAMS.

(REUTER'S SERVICE.)

GERMANY AND RUSSIA.

LONDON, 1st October.

There is much comment in the German
and Russian newspapers concerning the
new close rapprochement between the two
empires as a rejoinder to the Anglo-Japanese
alliance, and an attempt is being made to
connect the proposed visit of Signor Teltoni
to Prince von Buelow at Baden Baden, with
a plan for the reconstitution of the balance
of power.

The Kaiser has personally decorated
M. Witte with the Grand Cross of the Red
Eagle.

The suggestion of a Russo-German
alliance is received with coolness in Russia,
many of the prominent papers, including
the *Novosti* and the *Ross*, advocating an
understanding with England in preference
to an alliance with Germany, which they
think will involve Russia in fresh difficulties.

AUSTRIA-HUNGARY.

LONDON, 1st October.

Propitiatory utterances by the Austrian
Premier, and other influences, are contrib-
uting to appeal to the more moderate
Hungarians and to separate them from the
coalition.

The Hungarian coalitionists are arranging
a great torchlight procession for the 3rd
inst., to march past the Kossuth Club, and
the Socialists are arranging a simultaneous
counter demonstration; the police are taking
extensive precautions to prevent a fight.

THE SUEZ CANAL.

LONDON, 1st October.

Traffic will be resumed by all ships in the
canal about the 8th inst. The stoppage
is due to the damage done by the explosion
on board the *Chatham*.

EXCITING AFFAIR IN THE
HARBOUR.

COOLIE SHOT BY A POLICEMAN.

A sensational affair, fraught with fatal con-
sequences to a coolie, took place in the harbour
early on Monday morning. About 5 o'clock as
Iokong No. 437 was patrolling in the police
piñance near Wanchai he noticed several coal
boats proceeding in a rather suspicious manner.
On his giving chase, the boats attempted to
get away, but he came up with one and boarded
it. He discovered a quantity of what was
apparently stolen coal, but he was not allowed
to pursue his investigations farther. The boat-
men assailed him vigorously, and he was knocked
overboard. While in the water they attempted to
peel him with boat hooks and oars, but he had
the presence of mind to dive and get beyond
the reach of their weapons. Then, treading
water, he fired his revolver with the intention
of shooting over their heads and frightening
them. The bullet, however, lodged in the
abdomen of one of the boatmen, who was taken
ashore, bundled in the hospital the same evening.
One of his assailants was arrested by the Iokong,
and he was brought before Mr. F. A. Hazeland
at the magistracy yesterday morning charged
with attempting to murder the policeman. He
was remanded till Friday afternoon.

LOCAL SPORT.

FOOTBALL.

A friendly match took place yesterday after-
noon between the R.A.M.C. and the Y.M.C.A.
teams at Causeway Bay. The game was closely
contested throughout and was watched by a
large number of spectators. The result was a
win for the Y.M.C.A. by one goal to nothing.

HONGKONG CRICKET LEAGUE.

At the adjourned annual general meeting of
the Hongkong Cricket League, held last
evening in the Colonial Secretary's office, the
secretary, Mr. W. Agger, reported that the
following Clubs had entered for the 1905-6
Competition:—Craigengower, Hongkong C.C.,
A. Civil Service, Hongkong Police, Kowloon,
Royal Engineers, Army Staff, and Royal
Garrison Artillery.

The following alterations and additions to
rules were made:

Rule 13. If a definite result be not arrived
at, play shall continue till 6 p.m. in October;
February and March, 5.45 p.m. in November;
and January and 5.30 p.m. in December. But
if both umpires be agreed that the light is unfit
for play, stumps shall be drawn at the time they
shall so decide.

Rule 17. No player whose name is in the
list drawn up by the Hongkong Cricket Club
of players debared in the H.K.C.C. team
playing in the League is eligible to play for
any other Club in the League.

Rule 18. The Committee shall have power
from time to time to alter, add to and amend
the Rules and By-laws of the League by giving
notice to the Secretary who shall notify each
member of the Committee of the same, provided
that 14 clear days' notice of any proposed
alteration, addition or amendment have been
given to the Secretary and each member of the
Committee. Any alteration, addition or amend-
ment made shall be notified at once to the
Committee representative of each League Club
by the League Secretary.

Rule 19. The decision of the Committee
shall in every case be final. Latest M.C.C.
Rules to be observed in all cases.

HONGKONG SANITARY
BOARD.

A meeting of the Sanitary Board was held on
the 3rd October at the Board Room. Hon.
Dr. F. Clark (President) presided, and there
were also present: Major Josling, Dr. W. W.
Pearse, M.O.H., Mr. A. Rumjahn, Dr.
Macfarlane, Mr. H. W. Slade, Mr. E. J.
Badeley, Mr. A. W. Brown, Mr. Lau Chu
Pak and Mr. G. A. Woodcock (secretary).

DEVICENT EXTERNAL AIR.

An application was made for a modification
of the requirements of section 153 of the Public
Health and Buildings Ordinance 1903 in respect
of Nos. 41 and 43 Hillier Street.

The M.O.H. reported that although the street
was nearly 13 feet wide he could not recommend
the granting of the application for the following
reasons:—"The houses were four-storey houses,
and were opposed by four-storey houses across
the street. The neighbourhood was a very
congested one, and the houses were, as it were,
in the bottom of a pit. The ground falls very
rapidly down from Hollywood Road across
Circular Pathway to Queen's Road, and there-
fore the houses in question were not well
situated for efficient ventilation."

On account of this report the Board previous-
ly refused the application.

The further application forwarded by Messrs.
Palmer and Turner, architects, in respect of
these houses stated that to comply with the
ordinance and obtain external air to these
houses, it was necessary to set back the external
walls for a distance of eight feet, a space so
small that it was questionable if the houses
would be at all impaired thereby as regards
light and air. As an alternative to setting
back the front walls a modification could be
granted for the first and second floors; omitting
the ground floor, which the owner was prepared
to close for living purposes.

The PRESIDENT—This, gentlemen, is an
application for permission to count a lane 12
feet 4 inches wide as external air. The Medical
Officer of Health still sees no reason to modify
his previous report, and I move that this further
application be refused.

WATER ANALYSIS.

The report of Mr. Frank Brown, Govern-
ment Analyst, states that the water supplies
contain fresh, pure water of excellent quality.

RAT RETURN.

For the week ending 23rd ultimo, a total of
607 rats was caught, of which 20 were infected.
Out of 632 caught for the week ending 30th
ultimo, 22 were infected.

MACAO.

[FROM OUR CORRESPONDENT.]

2nd October.

THE ROYAL BIRTHDAY.

The event passed off without much display on
the 28th ultimo. At 9.30 in the morning there
was the *Te Deum* in the Cathedral, and at 10.30
H. E. the Governor held a reception at the
Government House which was attended by all
the officials and public servants, the consuls,
and the commander and officers of the British
torpedo boat destroyer *James*. Mr. Ponsonby,
the private secretary of Sir Matthew Nathan,
came over especially to congratulate our
Governor on behalf of your Governor. A
guard of honour was posted in front of the
Government House during the reception. At
noon a royal salute was fired from the Monte
Fort, and at 4 o'clock H. E. the Governor gave
a garden party at Fiorn, which lasted till late.
Though the weather was unfavourable, tennis
was indulged in by a few ladies and gentlemen.
They had to give it up after a few games as
rain began to fall in torrents.

THE FANCY FAIR.

The Fancy Fair of last Saturday and Sunday
was not so successful as it deserved, the influx
of patrons was not great, and a good many of
the prizes were still on the stands at the time
of the closing of the bazaar. The unfavourable
weather was partly responsible for the non-
success of the fair. I hear also that the object
for which the bazaar was promoted did not
meet with the approval of a good many of the
Macao residents, so that this also would account
to a certain extent for its non-success.

THE EARTHQUAKE AGAIN.

Another shock of earthquake was felt here
at a quarter past twelve on Monday morning,
but I have not heard of any damage done.

DEATH OF A WELL-KNOWN RESIDENT.

On Saturday morning Mr. Fermine Machado
Mendonça died after having been ill for some
time. The deceased gentleman was employed
by the Opium farmer, and was well-known and
respected by many of his own countrymen and
the Chinese. Mr. Machado was a member of
the Leal Senado and of the Board of Directors
of the Santa Casa de Misericordia. He leaves
a widow, two daughters and a son to mourn his
death.

DR. GOMES DA SILVA.

Dr. Gomes da Silva, our Colonial surgeon, is
very ill.

WEATHER REPORT.

The Hongkong Observatory yesterday issued
the following report:—"On the 3rd at 11.45 a.m. The barometer has
fallen at all stations."

The area of high pressure has spread East-
wards, the highest readings now being found
over the Gulf of Poohli.

Pressure is still relatively low over the Pacific
to the S.E. of Formosa, and gradients continue
rather steep with very strong monsoon in the
Channel. Fresh to strong N.E. winds may be
expected over the N. part of the China Sea.
Forecast:—Moderate N.E. winds; fine.

CANTON.

(FROM OUR CORRESPONDENT.)

Canton, 1st October.

A BIG ROBBERY.

At seven o'clock on the evening of the 24th ultimo a band of over one hundred robbers raided the Pak Kan village in the Shun-tak district. The robbers were well armed and experienced in the art of robbing. After ransacking over fifty houses, they left in the early hours of the morning carrying away with them booty valued at over thirty thousand taels; mostly jewellery and silk. The Shun-tak magistrates reported the matter to the Viceroy, and a large number of troops have been despatched to capture these daring desperadoes. Shun-tak, being a rich district, is overrun by these bandits, who appear to be particularly active just now. So far no arrests have been made.

CHANGE OF CITY GUARDS.

Hitherto the old walled city has always been guarded by the Governor's soldiers; but they have just been disbanded and are being replaced by Viceroy Shun's own troops.

CHINESE MINISTER FOR HOLLAND.

In order to promote trade between Holland and China, the Dutch Government has recently asked the Imperial Government to send a representative to their country. Hitherto the administration of all affairs connected with Holland was entrusted to the Chinese minister at St. Petersburg. The Wai-wai-pu has accordingly decided to open a Chinese Legation at Amsterdam and the necessary funds are being raised for the maintenance of a permanent minister there.

NEW MINISTER TO AUSTRIA.

Minister Yang, a brother of Yang Tsao-tai, the able Chinese Minister at Tokyo, having been transferred to another important post, Li Ching Mei, seventh son of the late Li Hung Chang, has been appointed to take his place at the Austrian Court. Li Ching Mei is a comparatively young man. He is a thorough Chinese scholar and speaks fluently both French and English.

KOWLOON CANTON RAILWAY.

It is reported that Mr. James Scott, J.B.M.'s Consul-General at this port, has lately been pressing Viceroy Shun in respect of the building of the Kowloon-Canton Railway.

This question has been very much to the fore of late. The firm stand taken by His Excellency Sir Matthew Nathan, Governor of Hongkong, and the energetic steps taken by Consul-General Scott here, lead us to hope that the construction of this important line will be commenced at an early date. Meanwhile despatches are being exchanged on the matter.

The following is a translation of a dispatch recently sent by Viceroy Shun to His Excellency Cheong Pat Shi, minister of Railways and mines in China:

"With reference to the important subject of the building of the Kowloon-Canton Railway, which the British people decided to undertake a few years ago. A draft agreement was drawn up between Sheng Shuen Wai, Minister of Railways and chief director of the railway company, and the British firm of Yee-wai-Hsin (Matheson & Co.) in the 25th year of Kwang Hsun. The British people are now urging us to commence the building of this line. They desire us to raise a loan and join them in the construction of the line. I have repeatedly telegraphed to the Wai-wai-pu and also to Sheng Shuen Wai, requesting them to devise means to prevent this important railway line falling entirely into the hands of foreigners. It is absolutely necessary that the funds required for construction work should be raised by the Chinese themselves in order to secure the right of control on the railway. Many telegrams have been exchanged between us on this matter. A demarcation of the boundary line of the British concession in Kowloon has already been decided upon and the British people will only build that section of the line which runs through their land. The other section which runs from the Kowloon boundary to Canton must be built with funds raised in the Kwangtung Province. When both parties have completed their respective lines they will be linked together. I have received a telegram from the Wai-wai-pu, stating that they have communicated the matter to Sheng Shuen Wai and that he has been requested to discuss the matter in earnest with the British Minister in Peking. The telegram also authorizes me to hold firmly to the view I have taken in this matter and to enter minutely into the details of the affair with the British Consul. From enquiries made I have discovered that the Kowloon-Canton railway is a very important undertaking and no matter how the line is to be constructed, the funds required for its construction must be raised by ourselves so that we may not lose our right of control. The distance from Canton to the Kowloon boundary is about one hundred and ten English miles. The money required for land purchases and construction work will amount to a huge sum. Unfortunately the provincial coffers are far from overflowing and it is almost impossible for the Government to find the enormous sum necessary. We shall be compelled to call upon the gentry and merchants for assistance in the matter by requesting them to form a company for the carrying out of the scheme and thus save appearances. The high reputation which Your Excellency has always held leads the gentry and merchants of the Kwangtung Province to look to you for assistance. You have orders, moreover, to a point of land and mining matters in Peking and Kwangtung and the task of forming a company is an easier matter for you on account of your high position and great power. I have, therefore, communicated this matter to you that you may enquire into the details of this affair, find out the cost of the work and devise means for the formation of a company to raise the funds necessary to carry the scheme through successfully and to report same to me."

MARINE MAGISTRATE'S COURT.

Tuesday, 2nd October.

BEFORE MR. BART H. TAYLOR (MARINE MAGISTRATE).

NEGLECT OF DUTY.

Captain Fairley of the British steamer *Nithdale* charged John Patterson and James Montague, able seamen of the said vessel, with continually and wilfully neglecting duty on the high seas since 6th September last.

Defendants pleaded not guilty. Captain Ireland Fairley said the defendants went off duty on the 6th September, stating that they were sick. The ship was then at Rangoon, and he had them examined by a legally qualified doctor, who stated that nothing was wrong with them. He took them to the Shipping Master at Rangoon and wished to sign them off, but this the Shipping Master would not allow. He told the captain to take them before him and he would see what was wrong. Witness took Montague ashore, where he was examined by another medical man who also said there was nothing the matter with him. On the 20th ultimo, the day after leaving Rangoon, Patterson complained of the food, used insulting and impertinent language and defaced the chart. Since then both men had generally neglected their work. On the 21st ultimo both men went on the bridge in a very mutinous manner and used the arts.

The captain here produced his log, in which, under date of 29th September, he had made the following entry:—These two men continue their policy of doing as little work as possible; they do about half-an-hour's work in their four hour's watch.

Seaman Montague—Did I not do our work properly on board the ship?

Witness—No. Patterson said he did not neglect his duty. He was not fit to do it through rheumatism brought about by want of awnings.

Montague said he was unfit for duty on account of the hardships he had to bear. It was impossible to sleep in the fore-cabin where he was berthed, as it was too hot. There were no awnings up, and when it rained he got wet through.

Charles Davis, chief officer of the *Nithdale*, did not consider that defendants performed their duties in a proper and seamanlike manner; he was of opinion that they were guilty of neglect of duty generally.

Questioned by the captain, witness said that when all hands were trimming coal in the bunkers, the defendant, Patterson, did not do his work in a proper manner. Montague was at the wheel at that time.

To Patterson—You were in the bunker part of the time.

Seaman Montague—Can you state some specific case of my neglect of duty?

Witness—You took one hour and fifty minutes to paint fifteen feet of steam-pipe cover, whereas you should not have exceeded twenty minutes.

Seamen Brocken and Everling, who were called for the defence, stated that defendants did their work properly.

His Worship thought otherwise. He considered the charge proved, and that defendants' conduct had amounted to wilful neglect of duty. He sentenced each defendant to four weeks' imprisonment with hard labour, and ordered that each forfeit twelve days' pay. Should the *Nithdale* be in port when defendants are released, they would be placed on board again.

POLICE COURT.

Tuesday, 3rd October.

BEFORE MR. F. A. HAZELAND (FIRST POLICE MAGISTRATE).

DESTITUTE.

An Italian seaman, whose ship had been captured by the Japanese during the war and who had been detained in that country till May, was brought up in the charge of being a vagrant. "No work, no money, no nothing" was his plaint, and he was committed to the House of Detention, pending the time when he would be sent home by the Italian Consul.

DEFECTIVE MORTAR.

Mr. T. L. Perkins, Building Authority, proceeded against Ming Koo, contractor of No. 70 High Street, for using mortar "slow the required standard in the erection of a boundary wall on the premises of Messrs. Manningford and Cringleford, at Robinson Road, West Point.

Mr. C. E. H. Beavis (of Messrs. Wilkinson and Grist) appeared for the defendant, who pleaded not guilty.

Mr. Perkins informed his Worship that he had made a 28 days' test of the material used by the contractor, and found it to be of an exceptionally bad quality.

Mr. Beavis raised the technical point that the wall, being a boundary wall, did not come under the section of the ordinance under which the prosecution had been taken out.

His Worship held that it did, and imposed a fine of \$200.

BEFORE MR. G. N. O'NEILL (SECOND POLICE MAGISTRATE).

ANOTHER CAPTURE OF GAMBLERS.

As the result of a police raid on the house, No. 12 East Street, on Sunday night Detective Inspector Hanson charged 13 coolies with gambling. Chan San and Chan On, the keepers, were fined, the former \$40 and the latter \$30, and the remainder were fined \$3 each, with the exception of the ninth man who had to pay an extra dollar for spitting on the floor.

A LASTING PEACE.

The Times on September 1 said:—It was suggested at Portsmouth on the 24th day that the influence of England had powerfully contributed to the conclusion of peace. There is reason to believe that the suggestion is true, though not in the obvious sense which the Russian who threw it out sought to convey. A new agreement between England and Japan was signed in London on August 12. The text is not yet published, nor can the scope and character of the treaty be indicated, save in very general terms. We believe, however, that it will be found to have broadened the basis and extended both the scope and the duration of the alliance established by the Anglo-Japanese agreement of 1902, and to have provided effectually for the maintenance of the territorial status quo in Asia, and for the protection of the interests of both contracting parties against hostile action on the part of one or more powers. This, we need hardly point out, constitutes a considerable extension of the obligations to each other of Great Britain and Japan under the agreement of 1902. For one thing, that agreement did not bind either of the contracting parties to give armed assistance to the other, except in the contingency of an attack upon one of them by a combination of powers. Moreover, the new treaty, by securing the maintenance of the territorial status quo in Asia, must have the peace of that continent, the peace of the whole world. That it is conceived in a purely defensive spirit, and that it is not directed against the legitimate interests or the established position of any other power in Asia, we have no manner of doubt. Not only do we believe that it will maintain peace, but we do not doubt that it has also helped to make peace. There was but one thing necessary to render peace possible, that it should be a permanent peace, and not, as her spokesmen have so often said a mere truce. Had Japan known during the discussions at Portsmouth that the agreement of 1902 would not be extended, and still more, had she known that it would, or might, have been suffered to lapse, she would have been obliged to impose upon the Russian conditions which would have afforded her that prospect of a more stringent one than these which she might judge she could safely accept in the circumstances which exist. With the certainty not only that the old agreement with us would be renewed, but that it had actually been superseded by an agreement of a wider purport and a closer kind, she could consent to indulge her chivalrous instincts without hip-rilling her future safety and greatness. By signing the new treaty, which gives Japan this certainty, and not, as was actually and foolishly alleged, by intimating to her that we wished her to accept what Russia would agree to, we have doubtless influenced her decision. Doubtless, too, this act of ours has had its weight at Petersburg, as, indeed, the same authority seems to reveal.

THE CHINESE DESERTERS FROM THE RAND MINES.

The Times published the following telegram:—

Johnannesburg, 29th Aug. As I stated in my telegram yesterday, every effort is being made to cope with the situation brought about by the numerous desertions of the Chinese from the mines. The matter, however, is complicated. It was undoubtedly an oversight on the part of the Government to allow a sudden increase of the population of the Rand amounting to 50,000 to take place without providing a proportionate increase of police protection. On the other hand, owing to outcry against the introduction of the Chinese, the managers of the mines allowed themselves to adopt milder measures of looking after the Chinese than prudence would otherwise have dictated.

Now that trouble has occurred and that police are wanted for the specific object of watching the Chinese employed in the mines, the question arises, who is to defray the cost? The section which is anxious to make political capital out of the Chinese question and to foster hostility against the mine owners argues that the mines should bear the whole burden, in the meantime doing its best to exaggerate the significance of the recent crimes. The mine owners point out that if the Chinese had been white miners adequate police protection would still have had to be supplied. I understand, however, that a working compromise will be effected between the police authorities, the protector of the Chinese, and the managers of the mines and it is expected that as a result an agreement will be arrived at and that the authorities will be able to cope with the evil.

Some time ago, in answer to a demand from the mines, two squadrons of Constabulary were posted at both ends of the Rand, but the neighbourhood of Johannesburg and the place were subsequently moved to the immediate neighbourhood of the Rand. They will now be strengthened by a further detachment of police along the Rand. The action thus formed should prevent anything approximating to wholesale desertions. More stringent regulations will also be enforced on the mines with regard to the supervision exercised over the Chinese. In the meantime active steps are being taken to round up the deserting Chinamen, and, provided the white population keeps its head, the matter will be satisfactorily settled.

Pretoria, Aug. 29. In consequence of the feeling of the insecurity created by crimes which are imputed to Chinese deserters from the mines, the Government has decided to supply magistrates in the districts near the mines with arms and ammunition for discretionary issue to the farmers, the arms to be returnable on the completion of measures for the prevention of desertion and outrages.

LAUNCH OF A GERMAN LINE.

Berlin, 29th August.

The launch of the Berlin addition to the transatlantic fleet of the Hamburg-American Line took place from the Vulkan yards at Stettin to-day. The ship received the name of *Kaiserin Augusta Victoria* at the hands of the German Empress, who was present at the ceremony together with the Emperor William. Their Majesties returned to Berlin in the afternoon.

The new vessel is a sister ship of the *American*, which is being built in England for the same owners. The capacity of these two ships is 25,000 tons each, and they are designed for a speed of 17 knots. Accommodation is provided for 1,000 cabin passengers and 2,500 steerage passengers, while a crew of 650 hands will be carried. For the moment they will be the largest steamships afloat.

The *Augusta Victoria* was launched without a hitch. In view of the agitation in favour of the transfer of a portion of the Vulkan works to a North Sea port in order that the construction of vessels of the largest size may be undertaken, this circumstance is not without interest.

—Times.

CHINA THE COMING POWER.

"China is bound to be the coming nation of the East. It will soon be ahead of Japan," said Mr. Dr. T. Richard to a *Daily News* interviewer. "China will be greater than Japan within half a century," the doctor declared, still in prophetic vein. The past history of China, considered with the remarkable movements now maturing there, bear me out. China has held together a larger number of people than you find in any other nation in the world. It has done that for over 2,000 years. That is a great power of organization. Now that China is adopting new methods you will find it will still be able to hold together in face of all the world. China is determined to develop along the same lines as Japan. The Chinese are prepared to modify their laws and customs. They are going to learn everything they can from Western civilization. In 30 years' time having learnt all that Europeans can teach them, they will get rid of their teachers, as Japan has. Then you will see them rise ahead of Japan and become as powerful a nation as any in Europe. To some extent Japan is nursing them. The Japanese have for 10 years been organising an Asiatic League. This league is not only identified with China, but with all the nations of Asia. Statesmen from Siam, India, and Persia, as well as from China, are influenced by the League, and visit Japan to study its connection with its subjects. These are to resist the West with its own weapons, but with an Army far superior in numbers. The people of Asia are sick of the White Peril. The arrogance of Europeans has become unbearable to them. China feels this more keenly than the other Asiatic nations. The Boxer rising was but an expression of that feeling. That rebellion taught the Chinese they could do nothing against European armies without European methods. They will not rise against Europeans again until they have learnt what the Japanese have learnt. And then as a great power they will outstep the Japanese. The people in England—may, in Europe—have no idea to the extent to which China is storing its arsenals and training its men. First, China does not intend to lie at the mercy of Japan. It is a mistake to suppose that Japan is going to do what she likes with China. It also means that the attitude of Europe is to shake off the yoke of European tyranny, which she feels keenly. What I feel is that unless the nations of Christendom begin at once to act justly towards China the day may come when China may inflict a terrible revenge upon the white races for their tyranny to the Chinese in their times of weakness. I am sure that, so far as China is concerned, its development can go on without war. That, however, depends wholly on the attitude of Europeans. Let them be peaceful, and the Chinese will be peaceful. Let them make war, and the Chinese will make war. The reawakening of China has not only brought a war party to the front, it has brought a peace party to the front.

A new China is growing up that calls for a complete re-adjustment of mission work. The old method, by which various sects open small mission stations and were independently won't do. This is not the way to convert a great people to Christianity. The time has come to put Christian missionaries in closer touch with the governing and teaching classes of China. I venture to say some of us have already made a promising beginning. My own Society, the English Baptist Missionary Society, has for some years allowed me to devote my time to the Society for the Diffusion of Christian and General Knowledge among the Chinese. My point is that the missionaries should inspire and direct the rulers, and persuade them to incorporate Christianity into their system of government. There ought to be 18 state-missionaries sent out to each province in China. These men should keep the mandarins of the provinces well-informed about all the great forces that make for the good of mankind.

THE CHINESE EASTERN RAILWAY.

It is learned that the terms on which Japan's ownership of the Chinese Eastern Railway is recognised involve the payment by Russia to China of 75,000,000 dollars for China's interest in the line, the ultimate possession of which is a matter for settlement between China and Japan. It is understood that if China elects to keep the line, the above mentioned sum of 75,000,000 dollars will be paid to Japan, besides a further sum as reimbursement for the relaying of the track by the Japanese military authorities. An important provision of the treaty is that both Russia and Japan are allowed to keep railway guards on their respective portions of the line, and in the event of serious disorders, the number of troops, however, must not exceed what is necessary to restore order, and they must be recalled as soon as their work is completed. With the section of the Chinese Eastern railway between Harbin and the Russian frontier, and the southern portion as far as Kunchense Station, in the hands of Russia, the above provision would in the case of a future conflict give the Power the control of the large part of Manchuria from the fertile valley of the Sungari northward. —*Reuters' Portsmouth Correspondent.*

"SIBERIA'S" CHIEF OFFICER IN TROUBLE.

The Manila *Cablenews* reports that Arthur O'Neill, until recently chief officer of the Pacific Mail steamer *Siberia*, will no longer be allowed to sail on steamers flying the American flag. Upon being confronted with the charge of having obtained his naturalization papers fraudulently, O'Neill was compelled to petition a San Francisco judge for the cancellation of his papers of citizenship on August 11. With the default of his citizenship is removed the license permitting him to serve as an officer on any ship under the American flag.

O'Neill took out his declaration of intention to become a citizen in 1902, but instead of waiting the required two years before applying for the final papers, accepted as reliable the advice given him by his friends that he was entitled to naturalization by reason of having arrived in the United States under the age of 18 years and having resided there continuously for the five succeeding years.

These irregularities were unearthed by United States Secret Service Agent Richard H. Taylor, who compelled O'Neill to petition for the cancellation of his citizenship papers and to surrender his license as an American seaman to United States Local Inspectors Bolles and Balger.

John Francis Green, second officer of the steamship *Siberia*, was held on August 11 by United States Commissioner Hancock to answer the charge of having fraudulently obtained his certificate of naturalization. Agent Taylor learned that Green arrived in America in 1900, and two weeks later purchased from William Cunningham a pretended copy of his certificate of naturalization. Upon this forged paper he obtained from United States Local Inspectors Bolles and Balger a license as an American mate. The license has been revoked, since Green's arrest.

NOTICE.

Owing to the heat of the last two months, Amateur Photographers have found it difficult to prepare their work for the

LONG, HING PHOTO COMPETITION.

ON ACCOUNT OF THIS

THE CLOSING DATE OF THE COMPETITION IS POSTPONED TILL 31st OCTOBER NEXT.

LONG, HING & Co.,
DEALERS IN PHOTO GOODS,
No. 17, QUEEN'S ROAD.

THE BURLINGTON.

2, PEDDER STREET, OPPOSITE THE HONGKONG HOTEL.

AN UP-TO-DATE ESTABLISHMENT

FOR
MILLINERY GOODS AND COSTUMES.

BEST VALUE IN THE COLONY.

THE LARGEST STOCK OF HATS AND SHOES KEPT.

HATS AND DRESSES MADE TO ORDER.

Hongkong, 2nd October, 1905.

[1886]

CANALS.

Under the title of "Prussian Canals: An Object Lesson for the United Kingdom," the *Financial and Political Review* says: "The Canal Acts which the Prussian Ministry succeeded in passing recently, and which will be acted upon as vigorously as funds permit, constitute another step in the industrial progress of Prussia and of Germany. The powers acquired are in the nature of a compromise, as the opposition of the Agrarian party in the Prussian Parliament balked the Government canal scheme brought forward in 1901, which was a far more ambitious and comprehensive measure. The position in regard to the German canals at the present moment is in this wise. In the western portion of Prussia the waterways have received the greatest share of attention, and the greatest industrial activity is found there. In the East there is also a useful system of waterways distinct from the other. With the exception of a few isolated manufacturing centres the canals are chiefly used for the transport of agricultural produce. The 1901 Bill was for the purpose of constructing a waterway, the Mittelland Canal, 292 miles in length, which would have connected these two systems. The powers now conferred do not permit this, but a canal is contemplated westward which will stop at Hanover. Operations are not to be commenced until certain provincial authorities have guaranteed a proportion of the funds required, which, however, is stated to be assured and it is expected that work will start in July next year. On the Prussian railways the freight rate is on the average 3.55 pfennig (1 pfennig = 1/100 mark) per ton kilometre, for coal 2.50 pfennig. The freight rates on the new canals will vary between 1.50 and 1.10 pfennig. In some cases they will be lower. The coal transport from Ruhrort to Mannheim cost 2.75 marks by the waterway (22 1/2 miles) and 8 marks by rail (202 miles). The estimated cost of the new canals is 17 millions sterling. With respect to the means of propulsion, the subject is as yet undecided, but much attention has been directed to certain experiments in electrical haulage made by Messrs. Siemens and Halske on the Teltow Canal. There the boats are pulled by electric locomotives running on tracks on each side of the canal. It is claimed that the energy required by this method is only one-third that absorbed by electric-hoist towing." —*British Trade Review.*

MANILA ALARMED FOR THE "CHANGSHA".

The *Cablenews* of 30th September said:—The Australian liner *Changsha*, belonging to the China Navigation Company, Limited, is now two days overdue from Hongkong. Messrs. Smith Bell & Co., the local agents for this line have heard nothing from her, and grave fears are entertained for her safety.

Altho' she is a large steamer and said to be most seaworthy, it is stated by those who know that the recent typhoon was of sufficient violence to wreck any steamer about if shelter could not be reached.

The passenger list is large, and several well-known Manila people are known to be on board. The fact that no word has been received from her eliminates the possibility that she sought some port for shelter, for if such was the case, the agents here would certainly have been so advised by cable.

Enquiry at the Hongkong office yesterday by a *Daily Press* reporter elicited the news that the *Changsha* arrived safely at Manila on Saturday.

THE ANGLO-JAPANESE SHIPPING COMBINE.

The following appeared in the Manila *Cablenews*:—

Tokyo, September 28.—Back of a sale of arm transports made to-day by the Japanese government, lies a story of a gigantic steamship corporation which seemingly intends to compete in tremendous fashion for the trade of the Pacific. The government has parted with forty of the transports and these two score are said to be the finest and most costly of the liners which were impressed for military service at the outbreak of the war with Russia.

The deal is said to have been made through the great house of Mitsui and Company which, as is well known, acts in many ways as the agent of the government. All sorts of rumours as to the buyers of these transports are flying about Tokyo and Yokohama, but the facts, as ascertained by your correspondent, are that the purchaser is a company made up of British and Japanese capitalists and transportation men, who foresee a great future in the carrying business of Japan.

The transports are not to be put into passenger and commercial lines without immense expense, as most of them have been radically changed by the army and navy during their service as troop and supplies carriers. This, it is understood, will be done at once.

There is a report that the Nippon Yusen Kaisha is interested in the purchase but this is not substantiated. There is also talk of the Toyo Kisen Kaisha being a buyer, and it is more than likely that some of these vessels will ultimately come to them, as they intend to start up their Manila-Hongkong line. The Toyo Kisen Kaisha however is building, or will build at once, immense steamers bigger than any of these sold by the government.

THE ROBINSON PIANO CO.

PRACTICAL PIANO

EXPERTS.

MANUFACTURERS, TUNERS

AND

REPAIRERS.

PIANOS

AND

ORGANS

RENOVATED, REBUILT,

AND

REPOLISHED

BY

COMPETENT WORKMEN.

ESTIMATES FREE.

"OWN MAKE"

PIANOS

FROM \$300.

IMPORTED PIANOS

FROM \$375.

SECOND HAND PIANOS RETURNED

FROM HIRE AT LOW PRICES.

INSPECTION INVITED.

Hongkong, 23rd September, 1905. [2055]

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 m.m.
WITH CHAMBER FOR 10 CARTRIDGES
FIRING 10 SHOTS IN 2 SECONDS.
SIEMSEN & CO.
Hongkong, 3rd October, 1905. 52

COLD STORAGE.

THE Hongkong Ice Company, Ltd., have now 40,000 Cubic feet of Cold Storage available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sunday, excepted to receive and deliver perishable goods.
WM. PARLANE, Manager.
Hongkong, 18th November, 1901. [55]

DR. NEWELL WILSON, DENTIST.

Latest American Methods.

Reasonable Fees.

No charge for examinations.

Office hours 9 A.M. to 5 P.M.

No. 2, PEDDER STREET (next to the General Post Office and opposite to the side entrance to the Hongkong Hotel).
Hongkong, July 5th, 1905. 1370

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, Daily Press, only, and special business matters to the Editor. Orders for extra copies of Daily Press should be sent to before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Telegram Address: Press. Codes: A.B.C., 5th & 11. P.O. Box, 33. Telephone No 12.

NEW ADVERTISEMENTS

SINGER SEWING MACHINE CO.

MR. A. E. PARKER has been appointed to be MANAGER of our Hongkong and Southern China Branches from 1st October, 1905. Hongkong, 4th October, 1905. 2271

TO LET.

FURNISHED ROOMS with BOARD. Near Ferry, Kowloon. Tennis Court attached. Apply—Care of "Daily Press" Office. Hongkong, 4th October, 1905. 2272

TO LET.

SHOP in HONGKONG HOTEL BUILDINGS. Suitable for Office or Store Room. Apply to—COTTAM & CO. Hongkong, 4th October, 1905. 2273

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, post account of THE CONGREGATED TO-MORROW (THURSDAY), the 5th October, 1905, at 2.30 P.M., at their SALES ROOMS, No. 8, Des Vaux Road (Corner of Ice House Street).

SUNDREY HOUSEHOLD FURNITURE: Comprising—

TEAKWOOD WARDROBES WITH BEVELLED GLASS, MARBLETOP WASHSTANDS, TOILET-ETS, VIENNA CHAIRS, TEAKWOOD EXTENSION DINING TABLE, SINGLE IRON BED-STRADA, TEAKWOOD SIDEBOARDS AND DINING WAGGONS WITH BEVELLED GLASS, GLASS, CROCKERY and E.P. WARE, PICTURES, CURTAINS, &c., &c., &c.

Also 2 LARGE IRON SAFES. Catalogues will be issued. TERMS—As usual.

HUGHES & HOUGH, Auctioneers. Hongkong, 4th October, 1905. 2274

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW. THE Company's Steamship

"HAIKUN." Captain J. S. Roach, will be despatched for the above ports TO-MORROW, the 5th inst., at 10 A.M.

For Freight or Passage, apply to DOUGLAS LAMPAIK & CO., General Managers. Hongkong, 3rd October, 1905. 2268

FOR SHANGHAI. (Taking Cargo at Through Rates to Tientsin and Chemulpo.)

THE Steamship

"ITHAKA." Captain Eckhorn, will be despatched for the above port on SATURDAY, the 7th inst., at 4 P.M.

For Freight or Passage, apply to SIEMSEN & CO., Agents. Hongkong, 3rd October, 1905. 2267

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON. THE Company's Steamship

"ZIBENGHLA." Captain F. W. Packham, will be despatched as above, on SUNDAY 8th inst., at DAYLIGHT.

For Freight or Passage apply to JARDINE, MATHESON & CO., Agents. Hongkong, 3rd October, 1905. 2269

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "GHAEZE," FROM GLASGOW, LIVERPOOL AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst. will be subject to sale.

All Claims against the Steamer must be presented to the Undersigned on or before the 12th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th inst., at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents. Hongkong, 4th October, 1905. 2275

HONGKONG BENEVOLENT SOCIETY.

GRAND PROMENADE CONCERT

on the VOLUNTEER PARADE GROUND, (Near Tramway Station)

on SATURDAY, 7th OCTOBER, 1905, at 9.15 P.M.

Tickets ... \$2 and \$1.

Tickets can be obtained at the Volunteer Head Quarters, near the Hongkong Club, or from the Committee of the Hongkong Benevolent Society. Hongkong, 1st October, 1905. 2258

INTIMATIONS.

NOTICE.

WE have this day REMOVED our Office to 3rd Floor KING'S BUILDING, Connaught Road. MEYER & CO. Hongkong, 1st October, 1905. 2256

REQUIRED by a FIRST-CLASS

MERCANTILE HOUSE, in Hongkong an Experienced Man of business to act as COMPTROLLER. Good references and substantial securities required.

Apply in writing to—

JOHNSON, STOKES & MASTER, 8, Des Vaux Road Central. Hongkong, 4th September, 1905. 2260

LESSONS IN FRENCH.

NEW and easy method of learning French in a few months, mainly by conversation with a Frenchman. Terms very moderate. Also Lessons in English by an English Lady, B. H.

Care of Office of this Paper. Hongkong, 15th August, 1905. 1898

HONGKONG JOCKEY CLUB.

THE HALF-YEARLY MEETING of Members of the above Club will be held in the CITY HALL, on SATURDAY, the 14th October, 1905, at 12.15 P.M.

By Order, T. F. HOUGH, Clerk of the Course. Hongkong, 30th September, 1905. 2249

J. WATT JAMESON & CO., MARINE

SALVAGE ENGINEERS.

THIS COMPANY POSSESSES THE MOST POWERFUL & EFFICIENT SALVAGE MACHINERY. CONTRACTS UNDERTAKEN.

TELEGRAPHIC INSTRUCTIONS ACTED UPON IMMEDIATELY.

The Company has the powerful steam City of Birmingham (287 Tons, 750 I.H.P.) specially equipped with necessary Gear for Salvage purposes, always ready at Short Notice.

Telegraphic Address: "SALVAGE-HONGKONG" HOTEL MANSIONS, A.B.C. 4th Edition, 3rd Floor.

Agents for Messrs. SIEMSEN, GORMAN & CO. Submarine Divers, Makers of all classes of Diving Gear, London. Hongkong, 3rd October, 1905. 2245

QUAN WAH & CO.

GRANITE AND MARBLE MECHANICS. EXPORTERS AND CONTRACTORS.

Sole Agents of QUAN TAI & CO., Lime Manufacturers. All descriptions of GRANITE AND MARBLE FOR EXPORT. Dealers in GRANITE AND MARBLE MONUMENTS Press & Estimates on Application. No. 1, QUEEN'S ROAD EAST. Hongkong, 12th January, 1905. 1682

SANITARY BOARD OFFICE, Hongkong.

TO THE OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BYE-LAWS (as amended), every domestic building or part of such building within the Central Division of the City of Victoria and the Western Division of Kowloon occupied by more than one family must be CLEANSED and LIMEWASHED THROUGHOUT by the owner during the months of September and October.

N.B.—The word "throughout" used in this notice means that the houses should be lime-washed in respect of all the walls of each room and staircase, all outside partitions, stair ends and stair linings, all ceilings and undersides of roof, both in main buildings, offices and servants' quarters and inclusive of verandahs.

The back yard should have its containing walls lime-washed up to the level of the first floor.

Carved, painted or polished woodwork in good condition, however, need not be lime-washed but must be cleansed.

The Central Division of the City lies between Gilman Street and Peel Street on the East and Tank Lane and Chater Street on the West. Kowloon is divided into the Eastern and Western Divisions by Robinson Road and a straight line drawn from the north and thereof through the Taumati service reservoir to the northern boundary of Kowloon.

G. A. WOODCOCK, Secretary. Dated this 2nd day of October, 1905. 2236

AUCTION

PUBLIC AUCTION.

MR. GEORGE P. LAMBERT has received instructions to sell by Public Auction on MONDAY, the 9th October, 1905, at 3 P.M., at his SALES ROOMS, Duddell Street, the following VALUABLE LEASEHOLD PROPERTY situate at Victoria, in the Colony of Hongkong, namely—

All that piece or parcel of ground situate at Victoria aforesaid, registered in the Land Office as Section A of Island Lot 1, 4, 5. Area 1,967 square feet or thereabouts; term 99 years; Annual Crown Rent \$77.90; together with the messuage thereon known as No. 40, Cairns Road, Victoria, aforesaid.

For further particulars and conditions of sale apply to JOHNSON, STOKES & MASTER, Solicitors for the Mortgagees, or to GEO. P. LAMBERT, Auctioneer. Hongkong, 22nd September, 1905. 2184

MAP OF THE SIKANG or WEST RIVER

From Hongkong to Wuchow, Showing the Ports and Calling Places Opened to Foreign Trade, 1897. Published at Daily Press Office. Price 25 Cents, Cash. Hongkong, 1st April, 1897.

NOTICES OF FIRMS

NOTICE.

WE have this day established ourselves as GENERAL IMPORTERS, EXPORTERS and COMMISSION MERCHANTS, under the Name and Style of H. CRUZ & CO. Nos. 12 and 14 Queen's Road Central. H. CRUZ & CO. Hongkong, 3rd October, 1905. 2261

NOTICE.

WE have this day established ourselves as MERCHANTS. OTTO BECKER & CO. Canton, Shanghai, No. 112. 1st October, 1905. 2255

PUBLIC COMPANIES

IN THE MATTER OF THE TEBRAU PLANTING COMPANY, LIMITED.

IN LIQUIDATION.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that on and after SATURDAY, 30th SEPTEMBER, the Liquidators are prepared to distribute a first and final Dividend of Two Dollars and Twenty-six and Seven-tenths cents per share to those Shareholders who apply for same and deposit their Share Certificates at the Office of the undersigned, Alexandra Buildings, Des Vaux Road, Hongkong.

JOHN L. HUMPHREYS & SON, Liquidators. Hongkong, 22nd September, 1905. 2218

UNION INSURANCE SOCIETY OF CANION, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the THIRTY-SECOND ORDINARY YEARLY MEETING of the SOCIETY will be held at its Head Office, No. 1 Queen's Buildings, Hongkong, on THURSDAY, the 19th October, 1905, at Noon, for the purpose of receiving the report of the Directors together with Statements of Account for the year 1904 and for the half year ending 30th June, 1905, and of declaring dividends, etc.

The TRANSFER BOOKS of the Society will be CLOSED from the 9th OCTOBER to the 19th OCTOBER, both days inclusive. By Order of the Board, W. J. SAUNDERS, Secretary. Hongkong, 15th September, 1905. 2186

CANTON INSURANCE OFFICE, LD.

NOTICE TO SHAREHOLDERS.

THE TWENTY-FOURTH ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the Office of the undersigned at 12 o'clock (Noon) on FRIDAY, the 20th October.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 20th proximo, both days inclusive.

JARDINE, MATHESON & CO., General Managers. Canton Insurance Office, Limited. Hongkong, 27th September, 1905. 2231

FOR SALE, VERY CHEAP.

"STONYHURST" and the THREE HOUSES on Magdalen Terrace, Magazine Gap. Area about 4,000 square feet. In One Lot or Single. Portion of Purchase money to remain on Mortgage if required. Apply to—AHMET RUMJAHN, Hongkong, 13th September, 1905. 2112

BOARD AND RESIDENCE

FIRST-CLASS BOARD & RESIDENCE.

"ST. GEORGE'S HOUSE," 2 & 4, KENNEDY ROAD, and "TOWER HOUSE," Kennedy Road.

EXCELLENT Table. Every home comfort. Well furnished rooms facing the harbour. For terms, apply to—Mrs. G. SACHSE, "St. George's House," Hongkong, 17th March, 1903. 70

BOARD AND RESIDENCE.

MRS. GILLANDERS

"GLENWOOD," 27, CAIRNS ROAD, Hongkong, 20th September, 1905. 2165

BOARD AND RESIDENCE.

FURNISHED BEDROOM with BOARD in best part of Kowloon. Moderate terms. Apply—Care of "Daily Press" Office. Hongkong, 25th September, 1905. 2137

FIRST-CLASS BOARD & RESIDENCE AT "BRAESIDE"

A LARGE AND COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large Airy and Well Furnished Bedrooms, every home comfort. Fine View of the Harbour; Terms moderate. Apply to—Mrs. F. W. WATTS, "Braeside," 20, Macdonnell Road, (late of "Tung Yuen"), Hongkong, 27th June, 1905. 1533

TO LET.

TO LET.

WELL FURNISHED BEDROOM, Kowloon, without board, in a good locality in Kowloon. Apply to—"B" Care of "Daily Press" Office. Hongkong, 28th September, 1905. 2223

TO LET.

WITH IMMEDIATE POSSESSION. GODOWN (Suitable for Dry Goods storage). Cheap Rental. Queen's Road Central. Apply to—"W" Care of "Daily Press" Office. Hongkong, 30th September, 1905. 2246

TO LET.

FOREIGN DWELLING HOUSE, No. 165, QUEEN'S ROAD EAST, now known as Astor House. Spacious Rooms. Well suited for a Boarding House. It can be let in part or whole. Rent moderate. For Particulars, apply to—N. MODY & CO., 54 & 56, Queen's Road Central. Hongkong, 29th September, 1905. 2239

TO LET

TO LET.

PART of GODOWN; Central position. With separate entrance. Apply to—"B. X." Care of "Daily Press" Office. Hongkong, 29th September, 1905. 2233

TO LET.

TWO FIRST-CLASS SHOPS, European Style, in Kowloon. Possession on or about 31st August, 1905. Moderate Rentals. Apply to—HUMPHREYS ESTATE & FINANCE CO., LD. Hongkong, 30th June, 1905. 2241

TO LET.

NEW "KINGSCLERE" with Stables entrances in both Kennedy and Macdonnell Roads. For full particulars, apply to—LINSTAD & DAVIS, Alexandra Buildings, 3rd Floor. Hongkong, 17th February, 1905. 47

TO LET.

AT SEAVIEW, WANCHAI, Gap Road, TWO ROOMS Facing Harbour with Kitchen, Bathroom and Gas. Apply to—Mrs. G. ALLEN or to—Mr. H. WHITE, No. 4 Blue Buildings. Hongkong, 27th September, 1905. 2222

TO LET.

"THE OAK" No. 33, CONDUIT ROAD, Six Roomed House, with Tennis Court. Apply to—C. F. DE CARVALHO, Care of H. and S. Bank. Hongkong, 19th August, 1905. 1929

TO LET.

DWELLING HOUSES on Pedder's Hill. Immediate possession. A ROOM in COLLEGE CHAMBERS. Immediate possession. SPACIOUS GODOWNS, formerly known as McGregor Barracks, fronting the Praya. 2ND FLOOR of No. 4, DES VEAUX ROAD CENTRAL, formerly occupied by the Standard Oil Co. of New York. Apply to—DAVID SASSOON & CO., LD. Hongkong, 2nd September, 1905. 2044

TO LET.

SHOP TO LET IN QUEEN'S ROAD CENTRAL.

HALF OF THE PREMISES at present occupied by THE ROBINSON PIANO CO. Possession from November 1st. For particulars, apply to—W. BEWEER & CO., Queen's Road. Hongkong, 15th September, 1905. 1949

TO LET.

NO. 11, GAGE STREET, Eight Rooms, from 1st June, 1905. Apply to—E. A. DE CARVALHO, 14, Arbuthnot Road. Hongkong, 13th May, 1905. 1119

TO LET.

GODOWN, No. 3, NEW PRAYA, Kennedy Town. Apply to—HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 29th June, 1905. 1539

TO LET.

NO. 74, CAINE ROAD. No. 2, MACDONNELL ROAD. Apply to—COMPTON'S DEPARTMENT, Nippon Yusen Kaisha. Hongkong, 3rd June, 1905. 84

TO LET.

SHOP and FIRST FLOOR in MANSTON BUILDING (approaching completion) next door to Messrs. KRUSE & CO. Apply to—MACLEWEN, FRICKEL & CO. Hongkong, 15th August, 1905. 1839

TO LET.

HONGKONG CLUB.

TWO ROOMS on the Ground Floor of the annex, from 1st September next, suitable for Offices. For particulars apply to the undersigned. C. H. GRACE, Secretary. Hongkong, 1st June, 1905. 1859

TO LET.

NO. 1, RIFON TERRACE. OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE FIRE, GODOWN, Praya East. A BUILDING at Causeway Bay, at present in occupation of the Steam Laundry Co., LD. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 3rd August, 1905. 81

TO LET.

NO. 3, MACDONNELL ROAD. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 20th July, 1905. 1707

TO LET.

NO. 15, KNUTSFORD TERRACE, KOWLOON. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 6th September, 1905. 2059

TO LET.

"DUNOTTAR," THE PEAK. Apply to—Mrs. R. COOKE, Richmond House, Barker Road. Hongkong, 29th September, 1905. 2237

TO LET

TO LET.

NO. 3, GRANVILLE AVENUE, KOWLOON. Electric light. Immediate possession. Apply to—HUMPHREYS ESTATE & FINANCE CO., LD. Hongkong, 20th June, 1905. 1477

TO LET.

"TANG YUEN" No. 18, MACDONNELL ROAD, containing 18 Rooms and Bath Rooms; a well laid out Garden and Lawn. Full View of Harbour. Lately occupied as a First-Class Hotel. Part or whole of premises can be let. Apply to—LUK CHEUK MAN, No. 81, Queen's Road Central. Hongkong, 12th July, 1905. 1653

TO LET.

SUITABLE for Offices, TWO ROOMS in Prince's Building. Apply to—LAUTS, WEGENER & CO. Hongkong, 4th March, 1905.

TO LET.

SIX-ROOMED HOUSE, No. 19, Robinson Road, known as "SANS SOUCI," with a piece of ground attached suitable for either Garden or Tennis Court. The house commands a full view of the Harbour, and has an entrance also from Conduit Road. Possession from 1st October next. Apply to—E. V. DE SOUZA, Care of Messrs. Barrett & Co. Hongkong, 28th September, 1905. 2257

TO LET.

WITH IMMEDIATE POSSESSION "Forest Lodge" Caine Road. Apply to—H. N. MODY. Hongkong, 2nd May 1905. 1114

TO LET.

NOS. 4 & 5, OBSERVATORY VILLAS, KOWLOON. Five Roomed Houses. Apply to—AERATOON V. APCAR & CO., 45, Wyndham Street. Hongkong, 13th June, 1905. 1434

TO LET—FURNISHED.

"LIGONEL" Near Peak Tram Station. Immediate Possession. Apply to—S. J. DAVID & CO. Hongkong, 8th September, 1905. 2081

TO LET.

TRY and COMMODIOUS ROOMS, including Basement, in the Ground Floor of No. 3, Des Vaux Road. Suitable for Offices or Shops. For further particulars, apply to—DORABJEE & CO., King Edward Hotel. Hongkong, 13th September, 1905. 2113

TO LET.

NO. 15, PRAYA GRANDE, MACAO. Beautifully Situated. Six Fine Large Rooms, also Bath Rooms and Fine Verandah. Spacious Gardens attached. Apply to—A. A. DA ROZA, 20 Connaught Road. Hongkong, 16th September, 1905. 2141

TO LET.

IN ALEXANDRA BUILDINGS. Apply—Secretary's Office, A. S. Watson & Co., Limited. Hongkong, 16th September, 1905. 2139

TO LET.

THE First-floor of YORK BUILDINGS (Opposite Messrs. GAUPE & Co.) For Offices. Apply—KELLY & WALSH, LD. Hongkong, 4th September, 1905. 2051

TO LET.

SEVEN EUROPEAN HOUSES, late S. F. Blackhead & Co. and Shewan, Tomes & Co.'s Offices. Ground Floors and Top Floors with Godowns can be let separately on leases. Apply to—CHUNG SHUN KOO, First Floor, No. 10, Queen's Road Central. Hongkong, 19th July, 1905. 52

TO LET OR FOR SALE.

DUNHEVED 33, Robinson Road. Apply to—HO U. MING, 81, Queen's Road Central. Hongkong, 17th June, 1905. 953

TO LET.

"THE EYRIE," Peak. 1, DES VEAUX VILLAS, Peak. Nos. 5 & 21, BELILIOS TERRACE. BUNGALOW (Furnished), at New Territory, Kowloon, 4 Rooms. Low rental. 2ND FLOOR in Central position, containing Four Large Rooms, Airy-room and Lavatory, &c., with use of Electric Lift. Well suited for Offices. No. 22, Queen's Road Central, SHOP at present occupied by FAIRBANK & Co. Apply to—LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings. Hongkong, 29th August, 1905. 1936

TO LET.

NOS. 2, 5, 6

OCEAN STEAMSHIP COMPANY, LD. AND CHINA MUTUAL STEAM NAVIGATION CO. LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND HUMANTRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL	"KINTUCK"	On 4th October.	
GLASGOW and LIVERPOOL	"CALCHAS"	On 17th October.	
GLASGOW and LIVERPOOL	"DEUCALION"	On 24th October.	
GLASGOW and LIVERPOOL	"MINELAUS"	On 31st October.	
GLASGOW and LIVERPOOL	"PINOSUEY"	On 13th October.	
GLASGOW and LIVERPOOL	"HECTOR"	On 6th November.	
GLASGOW and LIVERPOOL	"GLAUCUS"	On 14th November.	

HOMEWARDS.

FROM	STEAMERS	TO	DATE
LONDON, AMSTERDAM and ANTWERP	"ALCINOUS"	On 7th October.	
GENOA, MARSEILLES and LIVERPOOL	"AGAMEMNON"	On 15th October.	
LONDON, AMSTERDAM and ANTWERP	"DIOMEDE"	On 24th October.	
LONDON, AMSTERDAM and ANTWERP	"MACHAON"	On 7th November.	
GENOA, MARSEILLES and LIVERPOOL	"CHINGWO"	On 15th November.	
LONDON, AMSTERDAM and ANTWERP	"KINTUCK"	On 21st November.	

TRANS-PACIFIC SERVICE.

Operating in conjunction with

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

EASTWARD.

FROM	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, NAGASAKI, KOBE and YOKO.	"PINGSURY"	On 1st November.	

WESTWARD.

FROM	STEAMERS	TO	DATE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"KEEMUN"	On 24th October.	
	"MACHAON"	On 3rd November.	

For Freight, apply to—
BUTTERFIELD & SWIRE, AGENTS. [9-10]

CHINA NAVIGATION CO. LIMITED.

FROM	STEAMERS	TO	DATE
NINGPO and SHANGHAI	"SHAOHSING"	On 6th October.	
SWATOW, CHEFOO and TIENTSIN	"KANSU"	On 9th October.	
YOKOHAMA AND KOBE	"TAIYUAN"	On 11th October.	
CEBU and ILOILO	"SUNGKIANG"	On 16th October.	

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unvalued Table. A duly qualified Surgeon is carried.
+ Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
+ Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE, AGENTS. [11]

Hongkong, 2nd October, 1905.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
TAMUI VIA SWATOW AND AMOI	"DALIN MARU"	SUNDAY, 8th Oct., at 10 A.M.
FOR	THE CHARTERED S.S.	LEAVING
SWATOW VIA AMOI AND ANPING	"PROMISE"	THURSDAY, 5th Oct., at 8 A.M.
+ SHANGHAI VIA SWATOW, AMOI AND FOCHOW	"FRITHJOF"	FRIDAY, 6th Oct., at 10 A.M.

* This Steamer has superior accommodation for First-class Passengers, and is fitted throughout with electric light.
+ Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Vaux Road Central.
Hongkong, 4th October, 1905.

T. ARIMA, Manager.

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA B.C. AND TACOMA
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
SHAWMUT	9,606	E. V. Roberts	Saturday, October 14th
HYADES	3,763	Geo. Wright	Saturday, November 11th
TREMONT	9,606	T. W. Garlick	Friday, November 24th
LYRA	4,417	G. V. Williams	Saturday, December 9th
PLEIADES	3,763	F. G. Purington	Friday, December 29th

+ Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—

DODWELL & CO., LIMITED, GENERAL AGENTS. [7]

QUEEN'S BUILDINGS.
Hongkong, 20th September, 1905.

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)
FOR
+ SHANGHAI VIA SWATOW "KWONGSANG" Thursday, 5th Oct., daylight.
SINGAPORE, SOERABAYA and "FOOSHING" Thursday, 5th Oct., 3 P.M.
Samarang
+ SHANGHAI VIA SWATOW and CHEFOO "WOSANG" Friday, 6th Oct., Noon.
TIENTSIN VIA SWATOW and CHEFOO "LOONGSANG" Friday, 6th Oct., 4 P.M.
+ MANILA "SINGAPORE, PENANG & CALCUTTA" KUTSANG Tuesday, 10th Oct., 3 P.M.
* These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.
+ Taking Cargo on Through Bills of Lading to Chofoo, Tientsin, Newchwang and Yangtze Ports.
+ Taking Cargo on Through Bills of Lading to Labai Data, Simporina, Tawao, Kudat, Usaka, Jesselton and Labuan.
For Freight or Passage, apply to
H. J. JARDINE, MATHESON & CO., GENERAL MANAGERS. [18]
Hongkong, 4th October, 1905.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.
PORTS IN THE LEVANT: BLACK SEA AND BALTIC PORTS: ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.
STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
BAYERN	WEDNESDAY 11th October
ZIEFEN	WEDNESDAY 25th October
PRINZESS ALICE	WEDNESDAY 8th November
SACHSEN	WEDNESDAY 22nd November
PRINZ REGENT LUITPOLD	WEDNESDAY 6th December
PRINZ HEINRICH	WEDNESDAY 20th December
PRINZ EITEL FRIEDRICH	WEDNESDAY 3rd January
GROEBENAU	WEDNESDAY 17th January
RONE	WEDNESDAY 31st January
PREUSSEN	WEDNESDAY 14th February
ZIEFEN	WEDNESDAY 28th February

ON WEDNESDAY, the 11th day of OCTOBER, 1905, at Noon, the Steamship "BAYERN," Captain Fournier, with MAIL, PASSENGER, SPECIE, and CARGO, will leave this Port for SINGAPORE, COLOMBO, ADEN, and GENOA.
Shipping Orders will be granted till Noon, on MONDAY, the 9th October. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 10th October; and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 10th October.
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.
Linen can be washed on board.

For further Particulars, apply to
NORDDEUTSCHER LLOYD, MELOCHERS & CO. AGENTS. [5]

JAVA-CHINA-JAPAN LIJN.

REGULAR FOUR-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMAHU	JAPAN	First half of October	JAVA PORTS	First half of October
TJILATJAP	JAVA	First half of October	JAPAN+SHANGHAI	Second half of October
TJIPANAS	JAPAN	Second half of October	JAVA PORTS	First half of November

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the
HEAD AGENCY OF THE
JAVA-CHINA-JAPAN LIJN.

Alexandra Buildings, 3rd Floor.
Hongkong, 28th September, 1905.

VESSELS ON THE BERTH

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENLEUCH,"

Captain Reid, will be despatched as above on or about the 7th October.

For Freight apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 28th September, 1905. [232]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

FIUME AND TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, BOMBAY, ADEN, SUEZ AND PORT SAID.

Taking Cargo at through rates to the BRAZILS, SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE AND ADRIATIC PORTS.

The Company's Steamship

"SILESIA,"

Captain L. de Stabile, will be despatched as above on SUNDAY, the 29th October.

This steamer has capital accommodation for passengers, electric light and carries a doctor.

For information as to Passage and Freight, apply to

SANDER, WIELER & CO., Agents.

Princes' Buildings.
Hongkong, 30th September, 1905. [13]

SHIPPING IN PORT.

STEAMERS.

A. AFAR, British str., 2,331, E. Roy, 25th Sept.—Calcutta 9th Sept. and Singapore 21st Sept.—David Sassoon & Co.

ARCATA, British str., 5,444, G. Schmidt, 19th Sept.—Moji and Shimoda 13th Sept.—Hamburg-Amerika Linie.

ATLANTIS, American str., 960, Aldinger, 1st Oct.—Manila 28th September, General—Order.

AUSTRALIAN, British str., 1,784, W. G. McArthur, 1st Oct.—Kobe 26th Sept. General—Gibb, Livingston & Co.

BENNY, British str., 2,508, James Potter, 13th Sept.—Shanghai 10th Sept. General—Gibb, Livingston & Co.

BLACKBATH, British str., 1,719, W. T. Sherborne, 15th Sept.—Sourabaya and Penang 3rd Sept. Sugar—Dodwell & Co.

BONNE, German str., 1,344, F. Sambill, 25th Sept.—Sourabaya 20th Sept. Timber and General—Melchers & Co.

BOURBON, French str., 997, Siroc, 7th Sept.—Saigon 3rd Sept. General—Chinese.

CHARTERHOUSE, British str., 1,278, R. S. Bainbridge, 2nd Oct.—Samarang 18th Sept. Sourabaya 17th, Singapore 29th and Hoolow 2nd Oct. Sugar—Chinese.

CHILDAR, Norwegian str., 1,102, H. Nilsen, 22nd Aug.—Sourabaya 18th Aug. Sugar—Order.

CHAVERING, British str., 2,154, D. Barton, 6th Sept.—Sourabaya 12th Sept. Ballast—China Commercial S.S. Co.

DUNDEE, British str., 1,954, H. G. Case, 25th September—Calcutta 10th Sept. Coals—Dodwell & Co., Ltd.

EMPEROR OF CHINA, British str., 3,049, R. Archibald, R.N., 26th Sept.—Yankee 4th Sept. and Shanghai 23rd, Mails and General—C. P. R. Co.

FOOSHING, British str., 1,423, T. Arthur, 2nd Sept.—Samarang 12th Sept. Sugar—Jardine, Matheson & Co.

HELLAS, German str., 1,509, Hans Rodde, 1st Oct.—Chinkiang 26th Sept. Oil, Rice and Wheat—Siemssen & Co.

HERMANN MEXZEL, German str., 1,661, W. Hansen, 11th August—Chefoo 6th Aug. Beans—Chinese.

HONGKONG, French str., 740, Sazoni, 1st Oct.—Hoolow 30th Sept. General—A. R. Marty.

KATH VIKING, British str., 2,075, W. H. Corp, 21st Sept.—Durban 21st August, Coals—Gibb, Livingston & Co.

KUTSANG, British str., 3,109, Bradley, 1st Oct.—Singapore 28th Sept. General—Jardine, Matheson & Co.

KWANGTOW, Chinese str., 1,536, Wm. H. Lunt, 27th Sept.—Shanghai 24th Sept. General—Chinese.

KWONGSUNG, British str., 1,480, W. P. Baker, 27th Sept.—Swatow 26th Sept. General—Jardine, Matheson & Co.

LARRES, British str., 1,311, J. B. Jackson, 1st Oct.—Saigon 27th Sept. Meal and General—Chinese.

LANSHAN, German str., 2,300, Spelling, 7th Aug.—Saigon 2nd August, Ballast—Jensen & Co.

LOONGSANG, British str., 1,092, A. E. Sandbach, 2nd Oct.—Manila 29th Sept. General—Jardine, Matheson & Co.

LOOROA, German str., 1,020, G. Schlitzner, 30th Sept.—Bangkok 20th Sept. Rice and Timber—Butterfield & Swire.

LOYAL, German str., 1,582, L. Lorenzen, 2nd Oct.—Tientsin 29th Sept. Salt—Sander, WIELER & Co.

LUCIA VICTORIA, Italian str., 554, John Boardman, 1st October—Kwang Chow Wan 30th September, General—V. P. Musso & Co.

MADAGASCAR, German str., 1,121, Simonson, 25th Sept.—Bangkok 22nd Sept. Rice—Butterfield & Swire.

MONGOLIA, American str., 8,750, W. P. S. Porter, 25th Sept.—San Francisco 28th August, Mails and General—P. M. S. S. Co.

PONAPE, German str., 1,255, H. Martens, 6th Sept.—Ponape 13th Aug.—German Consul, Prosser, Norwegian str., 714, E. Jorsten, 2nd Oct.—Amping 29th Sept. Amoy 30th and Swatow 1st Oct. General—Osaka Shosen Kaisha.

RAJAHMUN, German str., 1,189, G. Wendig, 1st Oct.—Bangkok 21st Sept. Rice and Meal—Butterfield & Swire.

SEROWA, German str., 3,800, Schonfeldt, 30th September—Singapore 24th September, General—Hamburg-Amerika Linie.

SHAOHSING, British str., 1,307, Northcombe, 2nd Oct.—Shanghai 28th Sept. and Amoy 1st Oct. General—Butterfield & Swire.

TAISHAN, British str., 1,121, J. T. Luing, 27th Sept.—Saigon 22nd Sept. General—Bradley & Co.

TAIWAN, British str., 1,459, L. Dawson, 2nd Oct.—Sydney 11th September, General—Butterfield & Swire.

TEAN, British str., 1,340, W. B. Brown, 30th September—Manila 27th Sept. General—Butterfield & Swire.

TELEMACUS, British str., 1,340, J. Williamson, 2nd Oct.—Saigon 15th Sept. Meal and General—Chinese.

WIK, German str., 2,900, Carstens, 25th Sept.—Moji 21st Oct.—Jensen & Co.

WOSANG, British str., 1,127, H. S. Malkin, 1st Oct.—Tientsin 24th Sept. and Chefoo 26th, General—Jardine, Matheson & Co.

ZARAGOZA, British str., 1,418, R. Rodger, 2nd Oct.—Manila 30th September, General—Shaw, Tomes & Co.

SAILING VESSELS.

COMBREMEN, British ship, 1,680, L. G. Dixon, 5th September—New York via Melbourne 14th June, Kerosine Oil—Standard Oil Co.

EQUADOR, German 4-m. barge, 2,193, O. Drimann, 2nd Sept.—New York 18th May. Parafin—Order.

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 1,700 tons, 10 guns, 4,000 h.p., Com. R. M. Harbord, Dalry.

Andromeda, cruiser, 12,500 tons, 16 guns, 16,500 h.p., Capt. Nelson Ommannay, Dalry.

Armin, torpedo boat destroyer, 550 tons, 6 guns, 7,000 h.p., Lieut. Comdr. R. Honniger, Hoolow.

Astraea, 2nd class cruiser, 4,300 tons, 10 guns, 7,000 h.p., Captain Lionel G. Tufnell, Hongkong.

Bonaventure, 2nd class cruiser, 4,500 tons, 10 guns, 7,000 h.p., Capt. H. H. Torlesse, Dalry.

Cadmus, British sloop, 1,070 tons, Capt. H. D. Cana Luard, Yangtze.

Clio, British sloop, 1,070 tons, Captain H. D. Wilkin, D.S.C., Yangtze.

Dec, torpedo boat destroyer, 560 tons, Lieut. Comdr. H. E. Sullivan, R.N., Dalry.

Dialoa, 1st class cruiser, 11,000 tons, 16 guns, 10,800 h.p., Capt. H. W. Savory, Dalry.

Erne, torpedo boat destroyer, 550 tons, Lieut. Comdr. R. H. Barber, Dalry.

Ettrick, torpedo boat destroyer, 550 tons, Lieut. Comdr. Lewis, Dalry.

Eze, torpedo boat destroyer, 550 tons, Comdr. A. F. Everett, Dalry.

Fame, torpedo boat destroyer, 550 tons, 6 guns, 5,700 h.p., Lieut. Comdr. Stevenson, Weihaiwei.

Handy, torpedo boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut. Comdr. Cox, Weihaiwei.

Hart, torpedo boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut. Comdr. Richards, Hongkong.

Hecla, special torpedo vessel, 6100 tons, 2400 h.p., Capt. E. F. R. Clifton, Weihaiwei.

Hogue, cruiser, 12,000 tons, 14 guns, 21,000 h.p., Captain Shortland, Dalry.

Iphigenia, 2nd class cruiser, 3,900 tons, 8 guns, 7,000 h.p., Capt. Fawcett, Hongkong.

Itchen, torpedo boat destroyer, 550 tons, Lieut. Comdr. C. Symonds, Dalry.

Janus, torpedo boat destroyer, 280 tons, 6 guns, 3,900 h.p., Lt. Comdr. Darwall, Hongkong.

Kinsla, river gunboat, 331 tons, Lieut. Comdr. E. V. F. R. Dugmore, on Yangtze.

Moehren, river gunboat, 180 tons, 2 guns, Lieut. Comdr. P. B. Noble, West River.

Otter, torpedo boat destroyer, 550 tons, 6 guns, 6,300 h.p., Lieut. Comdr. Kiddle, Weihaiwei.

Ramher, surveying ship, 583 tons, Comdr. Chas. E. Moore, Burns.

Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Vaughan, West River.

Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. H. T. Atlay, Macao.

Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Ernest W. G. Davidson, on Yangtze.

Stetley, 1st class cruiser, 13,000 tons, 14 guns, 21,000 h.p., Captain Wm. L. Grant, Dalry.

Tamar, receiving ship, 4,600 tons, 6 guns, Commodore C. G. Dickon, at Hongkong.

Teal, river gunboat, 180 tons, 2 guns, Lieut. Comdr

